

MEMOS. FOR TO-MORROW:

Daylight.—Haitian leaves for Coast Por
Noon.—Hailoony leaves for Amoy, &c.
Noon.—English Mail leaves for Ports
Call and Europe.

Amusements.

On Monday, Performance at the City Hall

General Memoranda.
FRIDAY, October 31:—

3.30 p.m.—Meeting of British Mercantile Marine Officers' Association at the Marine Hotel, Praya West.

SATURDAY, November 1:—

3.15 p.m.—Competition of the Hongkong Rifle Association.

Transfer Books of A. S. Watson & Co. Ltd., closed from this date to the 8th Instant, inclusive.

Transfer Books of The China-Born Co., Ltd., closed from this date to the 8th Instant, inclusive.

9 p.m.—Meeting of Zealand Lodge.
SUNDAY, November 2:—
 Goods per *Magul* undelivered after the
 date subject to rent.—
TUESDAY, November 4:—
 11 a.m.—Sessions of Her Majesty's Ju-
 stices of the Peace in Justices' Room.
THURSDAY, November 6:—
 11 a.m.—Sessions of Her Majesty's Ju-
 stices of the Peace in Justices' Room.
FRIDAY, November 7:—
 11 a.m.—Sessions of Her Majesty's Ju-
 stices of the Peace in Justices' Room.
SATURDAY, November 8:—
 Noon.—Meeting of Shareholders of the
 China-Borneo Co. Ltd. at the H.
 Hotel.

Hotel.

WINES AND SPIRITS.



BY APPOINTMENT.

TO THE ROYAL NAVY AND ARMY.

AS SUPPLIERS OF THE

WE invite attention to the following
 lauded Brands, all of which are of
 excellent quality and good value for the money.
 The same being specially selected by the
 London House, and bought direct from the

most noted Shippers, are imported in well
and bottled by ourselves, thus enabling
to supply the best growths at moderate
prices.

22.—In ordering it is only necessary
state the name and quantity of Wine
Spirit wanted, and initial letter for quality
desired.

Orders through Local Post or by Telegram
are received with attention.

POETS. (<i>For Invalids and general use.</i>)	
	<i>Per doz. " "</i>
	<i>Case. Per B</i>
A Alto Douro, good quality, Green Capsule . . .	\$10 \$1.
B Vintage, superior quality, Red Capsule . . .	10

C	Fine Old Vintage, superior quality, Black Seal Capsule	14	1
D	Very Fine Old Vintage, extra superior, Violet Capsule (Old Bottled)	18	1
SHERRIES.			
A	Delicate Pale Dry, dinner wine, Green Capsule	6	0

2 Superior Old Dry, Green	7.50	0.
wine, Green Seal Capsule		
O Manzanilla, Pale Natural	10	1.
Sherry, White Capsule		
CC Superior Old Dry, Pale		
Natural Sherry, Red Seal	10	1.
Capsule		
D Very Superior Old Pale		
Dry, choice old Wine,		
White Seal Capsule	12	1.

CLARETS.
A Superior Breakfast Claret,
Red Capsule.

B St. Estephe, Red Capsule.	4.50	5.
C St. Julien	7	7.
D La Rose	11	12.
	Per doz.	
	Case. Per B	
BRANDY.		
A Hennessy's Old Pale, Red Capsule		\$12 \$1
B Superior Very Old Cognac,		

C	Very Old Liqueur Cognac, Red Capsule	18	1
D	Hennessy's Finest Very Old Liqueur Cognac, 1872 Vintage, Red Capsule	24	2
SCOTCH WHISKY.			
A	Thorne's Blend, White Capsule	8	0
B	Watson's Glenorahy Mel-		

low Blend, Blue Capsule, with Name and Trade Mark,	8 0
C Watson's A belour-Glenlivet, Red Capsule, with Name and Trade Mark	8 0
D Watson's H K D Blend of the Finest Scotch Malt Whiskies, Violet Cap- sule	10 1

E. Watson's Very Old Liqueur		
Scotch Whisky, Gold Cap-		
sule	12	1.
IRISH WHISKY.		
A John Jameson's Old, Green		
Cap-sule	6	0.
B John Jameson's Fine, Old,		
Green Cap-sule	10	1.
C John Jameson's Very Fine		
Old, Green Cap-sule	12	1.

GENUINE BOURBON WHISKY,		
fine old, Red Capsule,		
with Name		10 1.
GIN.		
A Fine Old Tom, White Cap-		
sule	4.50 0.	
B Fine Unsweetened, White		
Capsule	4.50 0.	
C Fine A. V. H. Geneva . .	5.25 0.	

Finest Old Jamaicas, Violet
 Capsule 12 1.
 Good Leeward Island \$1.50 per Gallon
LIQUEURS.
 Benedictine Maraschino
 Curacao Heering's Cherry Cord
 Chartreuse Dr. Sieger's Angostura
 2286 Bitters, &c.


with the publication of this issue commencing
at 7.20 p.m.

The China Trail.

HONGKONG, WEDNESDAY, OCTOBER 20, 1955

It is well that the rash attempt made by the Acting Colonial Secretary to rush the Appropriation Bill for 1901 through the Finance Committee was speedily checked. It has been the practice, at any rate since

the Committee meetings have been open to the public, to devote at least two sittings to the consideration of the Estimates. And that is really little enough time to spend on such an important matter. The co-



consideration of the Appropriation Bill in Committee is almost the only opportunity, except a member makes a special motion, the unofficial members have of commenting on the work of the various departments. The discussions that took place last year and the year before were very interesting, and might have been made still more interesting and useful had unofficial members taken more pains to enquire into the separate items. To attempt to rush through with this work in the middle of a Council meeting was little short of an insult to the unofficial members. If the Government has been dilatory in bringing forward the estimates, that is no reason why the work of examining them should be scamped, neither is the desirability of getting on with other work any valid reason for haste. There is nothing before the Council, or that is likely to come before the Council in the next few months, that cannot wait. We have waited long for a Bankruptcy Bill; we can wait a little longer. If it is ready, let it be published. It is well that such a Bill should be before the public for some time. A rather drastic Bankruptcy Ordinance was passed somewhat hastily by the Singapore Legislative Council two or three years ago, and it has since been discovered that several of its provisions have entailed hardships which detract in a great measure from the utility of the measure. To make a farce of passing the estimates to advance a new Bankruptcy Bill a few weeks would be a great mistake. If we remember rightly the Estimates were fully a month later last year, and no outcry was made about haste. Moreover, the great changes that have been made in the salaries of officials, and the grievances caused thereby, render it more than ever necessary for the Council to study the details of the Estimates. It seems to be the opinion of the Government here that the Secretary of State's despatch settles everything, but that document, except in special cases, only lays down general rules. Lord Knutsford says:—“I am willing that the salaries of those offices which are usually filled by candidates from England should, with certain exceptions, (chiefly in professional appointments) and on certain conditions, as specified later in this Despatch, be increased by 35 per cent., and those of other offices by 20 per cent., it being understood that this rate of increase only takes effect in full where the salaries stand as they stood in 1876. Where the office has been created or reconstituted, or its salary raised once or oftener since 1876, the rate should be fixed according to the merits of each case, regard being had to the date of creation or of reconstitution or of increase of emolument, and to the amount and character of the duties.” Again, in speaking of the salaries of certain officials, he says:—“I leave it to your discretion, after giving full weight to my criticisms to insist what rates of salary you may see fit for those offices in next year's estimates.”

It will be seen that these instructions leave a pretty large discretionary power in the hands of the local Government, and it is the duty of the Finance Committee to see that the Government have properly performed their duty. They can only do so with a full knowledge of facts, and consequently the unofficial members were perfectly justified in calling for a statement of the grievances. The duty of the Committee is to report on the estimates, and to do that well they ought to examine every item and obtain whatever information is necessary to their guidance. That they are more likely to find certain items too small rather than too large does not affect their right to call for explanations. It is no doubt the prerogative of the Government to propose rates of money, or the increase of votes, but the Council, or its Finance Committee, can recommend an increase, and the unofficial members, if their recommendations as to salaries were not accepted, would be quite entitled to oppose the third reading of the Appropriation Bill. The Finance Committee having called for a statement of the claims of certain officers, it would be a most arbitrary step on the part of the Government to refuse the request. That all the complaints and alleged grievances should be made public, does not follow. The best course, perhaps, would be to circulate the necessary documents to the members of Council, so that they might come to next meeting of the Committee fully prepared to make what observations or suggestions they thought proper, or a private meeting might be held for that purpose. To refer the whole question of salaries to a select committee sitting in private has the disadvantage that it would practically stop the public discussion of the Estimates. All the most important matters having been discussed in private, the Finance Committee, on meeting in public, would be disposed to pass the votes on *hoc*. Now, there are many items in the Estimates; not of a personal or private character, about which information ought to be elicited and the discussion of which in public would be of great utility. Whatever course is adopted we hope the unofficial members will not be persuaded to rush through the estimates on account of the flimsy reasons advanced by the Acting Colonial Secretary and the Acting Governor.

As to the Harbour Department, which was the only case particularised by Mr. Kewie, the local Government have only carried out the definite instructions of Lord Knutsford, who says he cannot allow higher salaries to the Harbour Master and his Assistant than are given to similar

Intimations.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

SUBSCRIBED CAPITAL, \$5,000,000
PAID-UP CAPITAL, 2,500,000
RESERVE FUND, 1,250,000

Board of Directors:
Hon. J. J. KESWICK, Chairman.
Hon. C. P. CHATER, Vice-Chairman.

LEE SING ECK, Esq., Managing Director.
S. C. MOORE, Esq., Director.
G. E. NOBLE, Esq., Director.
POON PONG, Esq., Director.
D. R. SASSOON, Esq., Director.

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

MONEY ADVANCED ON MORTGAGE, on LAND or BUILDINGS; PROPERTIES PURCHASED AND SOLD.

Estates managed, on all kinds of Agency and Commission Business relating to Land, &c., conducted.

Full Particulars can be obtained at the Company's Offices, No. 5, Queen's Road Central.

A SUEBON HOOPEL, Secretary.

Victoria Buildings, Hongkong, 3rd May, 1890. 844

THE HOTEL MARINA.

THIS Strictly FIRST-CLASS HOTEL, now opened in the Harbor of Victoria, offers guests exceptional advantages for healthful and refreshing sojourn, the avoidance of street noises and unwholesome odors, &c.

Grand Promenade Deck, Airy Dining Room, Ladies' Parlor, Billiard and Reading Rooms, Commodious Bedrooms, with separate Bath-room and Verandah to each. The Hotel is open to the public, and the Table D'hôte is unexcelled. The Hotel is open to the public, and the Table D'hôte is unexcelled.

From Paddy's Wharf and the Hotel, Free of Charge—for Time Table see Bills. Hongkong, July 23, 1890. 1307

The Overland China Mail.

A WEEKLY JOURNAL FOR THE HOME MAIL.

IS PUBLISHED to suit the Departure of each ENGLISH and FRENCH MAIL Steamer for Europe. It contains special Commercial Intelligence, special tables of Shipping, and other information. The various Reports of Courts and Meetings, and all other news, are given in full as they appear in the Daily Press.

The Overland China Mail, by the convenience of its form and the necessity and fulness of its reports, has long been popular with residents who wish to send home a weekly budget of the news of Hongkong and the Far East. Circulating, as it does, among nearly all the old China 'hands' at Home and also among residents at the Treaty Ports and in the interior, it offers special advantages to advertisers.

The Overland China Mail will be regularly posted from the China Mail Office to subscribers, on their addresses being forwarded to the Office.

SUBSCRIPTION:
Per Annum, \$12.00, postage, \$1.00
" Quarter, 3.00, " 0.25
" Single Copy, 0.30.
China Mail Office, Hongkong.

WASHING BOOKS.

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, \$1 each. OFFICE MAIL OFFICE.

A RAMBLE THROUGH SOUTHERN FORMOSA.—By Mr. G. TAYLOR. This Article, which has been reprinted from the China Review, contains one of the best Sketches of Formosa Life yet written. A few rough-sketched Woodcuts are included in the pamphlet.

May be had—Price, \$1—at Messrs. LANE, CRAWFORD & Co.'s, and Messrs. KELLY & WALES, Limited, Hongkong; also, Mr. N. MOORE, Amoy.

THE CHINESE MAIL

(Wah Tai Yat Po.)

THIS paper is now issued every day. The subscription is fixed at Five Dollars per annum delivered in Hongkong, or Eleven Dollars Forty Cents including postage to Coast ports.

It is the first Chinese Newspaper ever issued under purely native direction. The chief support of the paper is of course derived from the native community, amongst whom also are to be found the guarantors and securities necessary to place it on a business and legal footing.

The projectors, basing their estimates upon the most reliable information from the various Presses in China and Japan, from Australia, California, Singapore, Penang, Saigon, and other places frequented by the Chinese, consider themselves justified in guaranteeing a large and ever-increasing circulation. The advantages offered to advertisers are therefore unusually great, and the foreign community generally will find it to their interest to avail themselves of them.

The field open to a paper of this description—conducted by native efforts, but progressive and anti-obstructive in tone—is almost limitless. It is on the one hand commands Chinese belief and interest, while on the other it deserves every aid that can be given to it by foreigners. Like English journals it contains Editorials, with Local, Shipping, and Commercial News and Advertisements.

Subscription orders for the above may be sent to:

GEO. MURRAY BAIN, China Mail Office.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

ADAM W. SPIES, American barque, Capt. A. D. Field.—Order.

NANCY PENDLETON, American ship, Capt. J. N. Pendleton.—Russell & Co.

FANNY TUCKER, American ship, Captain John N. Frost.—Jardine, Matheson & Co.

NICOLA, British barque, Capt. P. Johnson.—Wilder & Co.

THEOPHILAS, British barque, Capt. Wm. Wilson.—Russell & Co.

Mails.



STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, ISMAILIA, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BLYNDIS, TRIESTE, VENICE, PLYMOUTH AND LONDON.

BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

V.R.—Cargo can be taken on through Bills of Lading for BATAVIA, PERIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SHIP ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship ROHILLA, Captain R. SPECK, with the Majesty's Mail, will be despatched from this for LONDON (Direct), via SUEZ CANAL, on THURSDAY, the 30th Inst., at Noon.

Cargo will be received on board until 4 p.m. Parcels and Specie (Gold) at the Office until 4 p.m. on the day before sailing.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment. Shippers are particularly requested to note the terms and conditions of the Company's Black Bill of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

This Steamship takes Cargo and Passengers for MARSEILLES.

E. L. WOODIN, Superintendent.

O. & S. N. Co.'s Office, Hongkong, October 29, 1890. 1814

Occidental & Oriental Steamship Company.

MAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship GAELIC will be despatched for San Francisco, via Yokohama, on MONDAY, the 3rd November, 1890, at 1 p.m., Connection being made at Yokohama with Steamers from Shanghai and Japan.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

First-class Fares granted as follows:—To San Francisco, \$225.00; To San Francisco and return, \$395.75; available for 6 months; To Liverpool, \$395.00; To London, \$392.00.

In other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agents of the Company, No. 60A, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, October 27, 1890. 1755

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamship CHINA will be despatched for SAN FRANCISCO, via YOKOHAMA, on THURSDAY, the 13th November, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports; to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—To San Francisco, \$225.00; To San Francisco and return, \$395.75; available for 6 months; To Liverpool, \$395.00; To London, \$392.00.

In other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Passage or Freight, apply to the Agents of the Company, No. 60A, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, October 25, 1890. 1643

Mails.

NOTICE. L'AGENCE DES MESSAGERIES MARITIMES. PAQUETS POSTE FRANÇAIS.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUETZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA.

ALSO LONDON, HAVRE AND BORDEAUX.

ON THURSDAY, the 6th November, 1890, at Noon, the Company's S.S. CALEDONNIEN, Commandant de MAUREGUE, with MAILES, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 6th November 1890. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required. For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, October 24, 1890. 1841

CANADIAN PACIFIC STEAMSHIP AND RAILWAY COMPANIES.

PROPOSED SAILINGS FROM HONGKONG, 1890.

(SUBJECT TO ALTERATION.)

BATAVIA, SATURDAY, 14th Nov.

ABYSSINIA, THURSDAY, 4th Dec.

PARTHIA, THURSDAY, 25th Dec.

BATAVIA, SUNDAY, 25th Jan.

ABYSSINIA, THURSDAY, 19th Feb.

THE British Steamship BATAVIA, Captain WILLIAMSON, sailing at Noon, on SATURDAY, the 14th November, will proceed to VANCOUVER, via SEAHAM, INLAND SEA, KOREA AND YOKOHAMA.

RATES OF PASSAGE.

From Hongkong First Class.

To Vancouver and Victoria, \$210.00

To Port Townsend, Seattle, Tacoma, \$215.00

To Portland, Oregon, \$220.00

To Winnipeg, Minneapolis, St. Paul, \$230.00

To Chicago, Kansas City, Milwaukee, \$235.00

To St. Louis, Detroit, Cincinnati, \$238.00

To Hamilton, Kingston, London, (Ont.), Ottawa, Toronto, Montreal, New York, Albany, Buffalo, Niagara Falls, Baltimore, Philadelphia and Washington, \$300.00

To Quebec, Boston, Portland (Maine), \$295.00

To Halifax, St. John's, \$305.00

To Liverpool, \$325.00

To London via Liverpool, \$330.00

To Paris and Bremen, \$345.00

To Havre and Hamburg, \$355.00

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials.

Return Tickets.—First and second class only.—Prepaid return tickets to Pacific Coast Ports, and to Eastern and Interior Points of Canada and U.S.A. will be granted, available for—

6 months at 25 per cent. off Return Fare

3 months at 50 per cent.

(Times reckoned from the date of landing to date of re-embarkation at Vancouver)

Passengers to Pacific Coast Ports and to Interior and Eastern Points of Canada and U.S.A. not holding prepaid return tickets but who re-embark within 12 months from date of landing at Vancouver will be allowed 10 per cent. off the return fare.

Prepaid return tickets to European Ports will be issued, available for 12 months at double fare (Mexican Dollars).

Cargo.—Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the care of D. E. Brown, Assistant General Freight and Passenger Agent, Canadian Pacific Railway Company, Vancouver, B.C.

PARCELS must be sent to our office with address marked in full by 5 p.m. on the day previous to sailing.

For further information as to Passage and Freight, apply to

ADAMSON, BELL & Co., Agents.

Hongkong, October 27, 1890. 1776

NORDEUTSCHER LOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUETZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG.

PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND CARGO.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON SUNDAY, the 23rd day of November, 1890, at 11 a.m., the Company's S.S. BRUNSWICK, Capt. A. MAIER, with MAILES, PASSENGERS, SPECIE and CARGO, will leave this port as above, calling at Genoa.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 22nd November. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewards.

For further Particulars, apply to MELOERS & Co., Agents.

Hongkong, October 27, 1890. 1244

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore B., and those in the body of the Harbour C.

Shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.

Section. 1. From Green Island to the Gas Works. 2. From Gas Works to Jardine's Wharf. 3. From Jardine's Wharf to the Harbour Master's Office. 4. From Harbour Master's Office to the P. and O. Co.'s Office. 5. From P. and O. Co.'s Office to Poddar's Wharf. 6. From Poddar's Wharf to the Naval Yard. 7. From Naval Yard to Blue Buildings. 8. From Blue Buildings to East Point. 9. From East Point to North Point. 10. Kowloon Wharves. 11. Jardine's Wharf.

Vessel's Name	Flag	Reg.	Tons	Date of Arrival	Business or Agents	Destination	Remarks
Activ	3	Hygon	Dan.	str.	356	Oct. 28	Arnhold, Karberg & Co.
Bonnie	5	Guarzo	Italian	str.	1490	Oct. 27	Calovitz & Co.
Chuan	3	Wend	Ger.	str.	623	Oct. 27	Melchers & Co.
Doria	4	etab	Ger.	str.	771	Oct. 27	Wilder & Co.
Gaelic	5	Pearno	Brit.	str.	411	Oct. 26	O. & S. N. Co.
General Wender	10	Eichel	Ger.	str.	120	Oct. 24	Melchers & Co.
Hailong	5	Goddard	Brit.	str.	783	Oct. 28	Douglas Steamship Co.
Haitan	5	ashton	Brit.	str.	1163	Oct. 28	Douglas Steamship Co.
Kang Beng	2	Jones	Brit.	str.	862	Oct. 27	Yuen Fat Hong
Maui	5	Johnson	Brit.	str.	1827	Oct. 26	Adamson, Bell & Co.
Mount Hebron	9	Elliot	Ger.	str.	339	Aug. 29	A. amson, Bell & Co.
Nanshan	3	Blackburn	Ger.	str.	808	Oct. 27	Jardine, Matheson & Co.
Nanzing	4	Hog	Brit.	str.	173	Oct. 27	Jardine, Matheson & Co.
Opeack	5	Kemp	Brit.	str.	1012	Oct. 27	Yuen Fat Hong
Phra Chom Kiao	2	Forster	Brit.	str.	1011	Oct. 28	Yuen Fat Hong
Phra Chom Kiao	2	Watson	Brit.	str.	1021	Oct. 28	Yuen Fat Hong
Phra Nang	3	Nissen	Ger.	str.	875	Oct. 26	Order
Piccola	1	Sorani	Ger.	str.	1728	Oct. 27	Siemssen & Co.
Port Jackson	3	Huddy	Brit.	str.	155	Oct. 4	Mitau Bishi
Riverdale	3	Mooney	Brit.	str.	217	Oct. 27	P. & O. S. N. Co.
Robila	2	Speck	Brit.	str.	703	Oct. 27	Melchers & Co.
Smith	3	McIntosh	Chil.	str.	107	Oct. 27	Yuen Fat Hong
Smouch Phra Meng	3	Dubne	Ger.	str.	822	Sept. 27	Meyer & Co.
Taiching	3	Unsworth	Brit.	str.	882	Oct. 28	Yuen Fat Hong
Taiwan	3	Frampson	Brit.	str.	1109	Oct. 26	Butterfield & Swire
Thorndale	3	Etherington	Brit.	str.	1970	Oct. 27	Adamson, Bell & Co.
Veneta	2	Creery	Brit.	str.	1086	Oct. 22	P. & O. S. N. Co.
Verona	3	Seymour	Brit.	str.	1876	Oct. 26	P. & O. S. N. Co.
Zafiro	5	Cobban	Brit.	str.	975	Oct. 27	Russell & Co.

Her Britannic Majesty's Ships on the China Station.

Name.	Rig.	Tons.	Guns.	I.H.P.	Captain.	Where at.
Alacrity	despatch-vessel	1700	4	3180	Com. Chas. H. Adair	Yokohama
Caroline	corvette	1400	14	1440	Captain Clatterbuck	Hongkong
Cordelia	cruiser 3rd class	2880	10	2420	Captain H. T. Grenfell	Yokohama
Exe	g-b, 3rd class coast defence	363	3	540	Lieut. Com. Denison	In reserve
Frebrand	gunboat 2nd class	486	6	1190	Captain Robt. W. Craigie	Yokohama
Impregious*	cruiser	1420	6	1190	Captain William H. May	Yokohama
Leander	twincross battle ship	8400	10	11,000	Captain Burges Watson	Yokohama
Lincet	cruiser 2nd class	430	6	580	Commander V. A. Tindall	Yokohama
Mercury	gun-verse 2nd class	2730	13	7290	Chas. J. Balfour	Hongkong
Morion	gunboat 2nd class	430	6	580	Lieut. Com. G. H. Yonge	Hongkong
Mystina	ship	1130	10	1120	Commander J. B. Martin	Singapore
Pharos	gunboat	755	6	1200	Lieut. Com. Hewitt	Nagasaki
Porpoise	gunboat	755	6	1200	Captain E. G. Racon	Yokohama
Rambler	steel torpedo cruiser	1730	6	3640	Commander L. R. White	Singapore
Rattler	surveying vessel	230	3	650	Commander L. S. Dawe	On a cruise
Redpole	gunboat 1st class	715	6	1200	Captain J. G. Hough	Hongkong
Sovereign	gunboat	806	—	—	Captain F. Wm. Freeman	Hongkong
Solent	corvette	4150	12	600	Captain Hall	Yokohama
Swift	torpedo mining launch	150	—	—	—	Hongkong
Torpedo Boat No. 35	gun-vessel 2nd class	756	5	1010	Com. The Hon. Richard Bingham	Hongkong
Torpedo Boat No. 36	—	95	—	—	—	In reserve
Victor	—	96	—	—	—	In reserve
Victor Enterprise	g-b, 3rd class coast defence	363	3	340	—	In reserve
Wanderer	receiving ship	6187	14	—	Commander E. J. Churchill	Hongkong
Witorn	ship	925	6	750	Commander Clifford	Hongkong
	coast defence ship, armoured	2750	4	1450	—	Hongkong